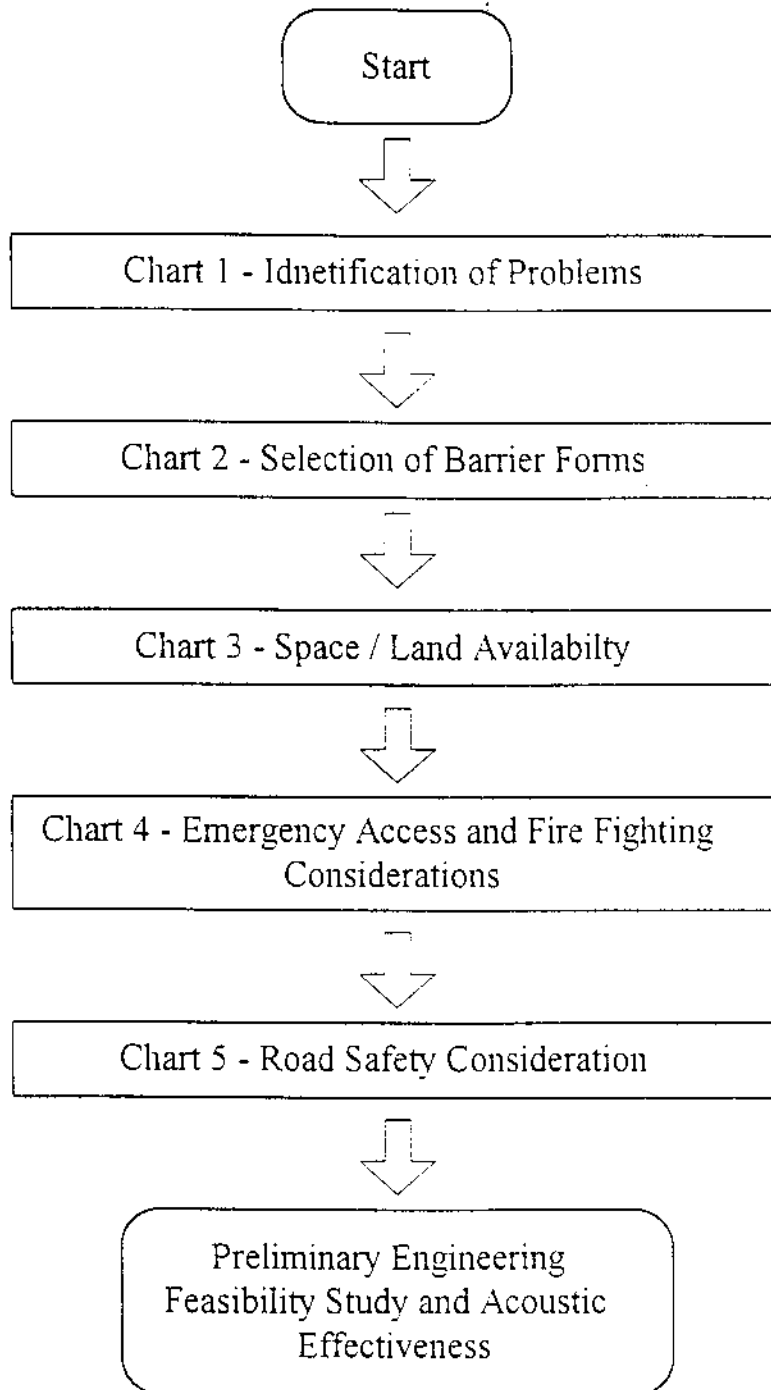
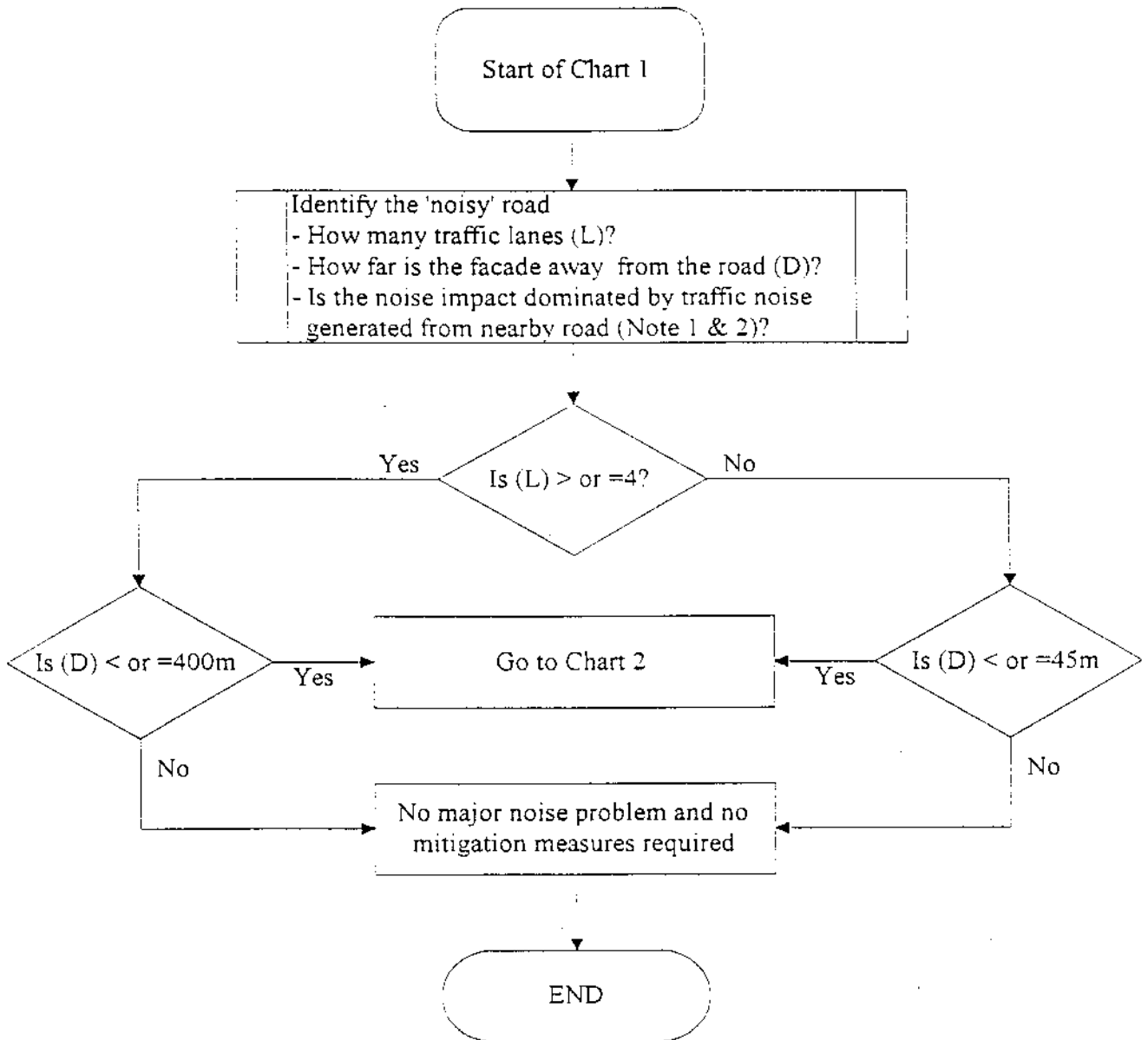


## Simplified Assessment Procedures for Providing Noise Mitigation Measures on Existing Flyovers



## Chart 1 - Identification of Problems



Note 1: If the noise impact is dominated by traffic noise generated from other roads i.e. roads other than the one under investigation, no practical scheme should be provided for the road under investigation.

Note 2: Noise impacts from other roads are considered predominant if the following conditions apply:

- (a) Case 1: Other road has more or equal number of traffic lanes  
The road is 50% closer to the receiver than the road under investigation, while the angle of view of the road is no less than 50%.
- (b) Case 2: Other road has 50% lesser number of traffic lanes  
The road is more than 80% closer to the receiver while the angle of view of the road is similar.

Chart 2 - Selection of Barrier Forms

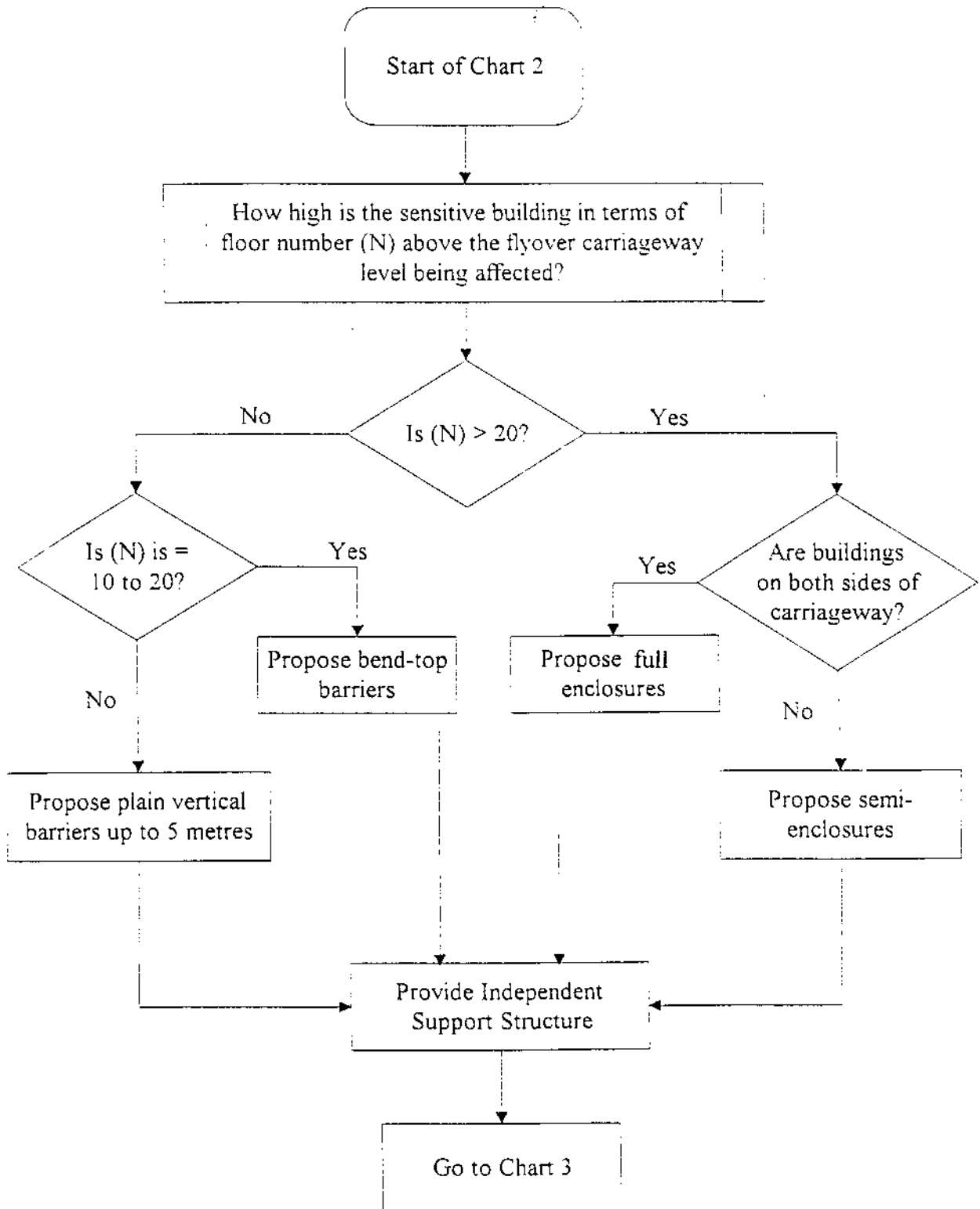
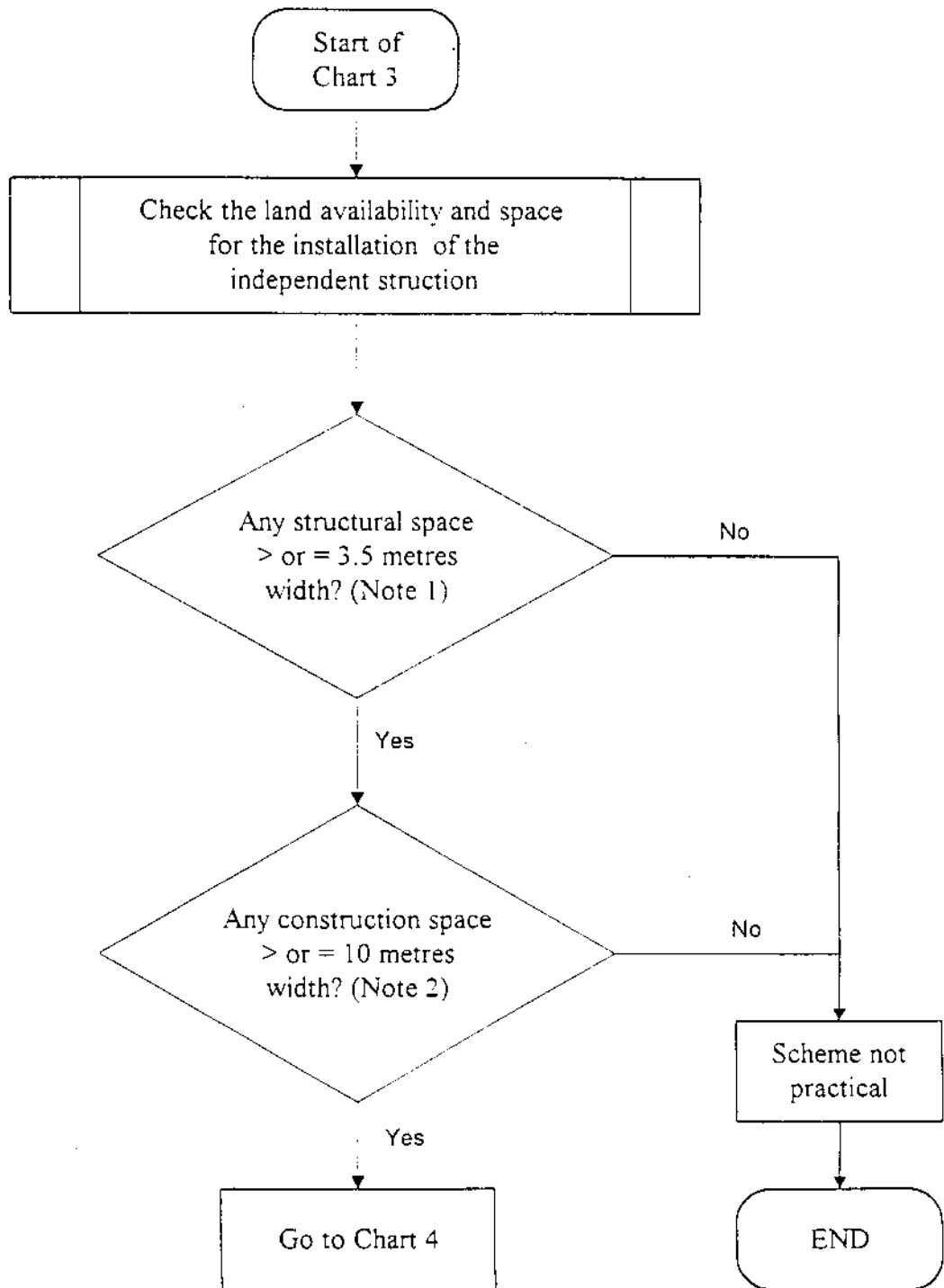


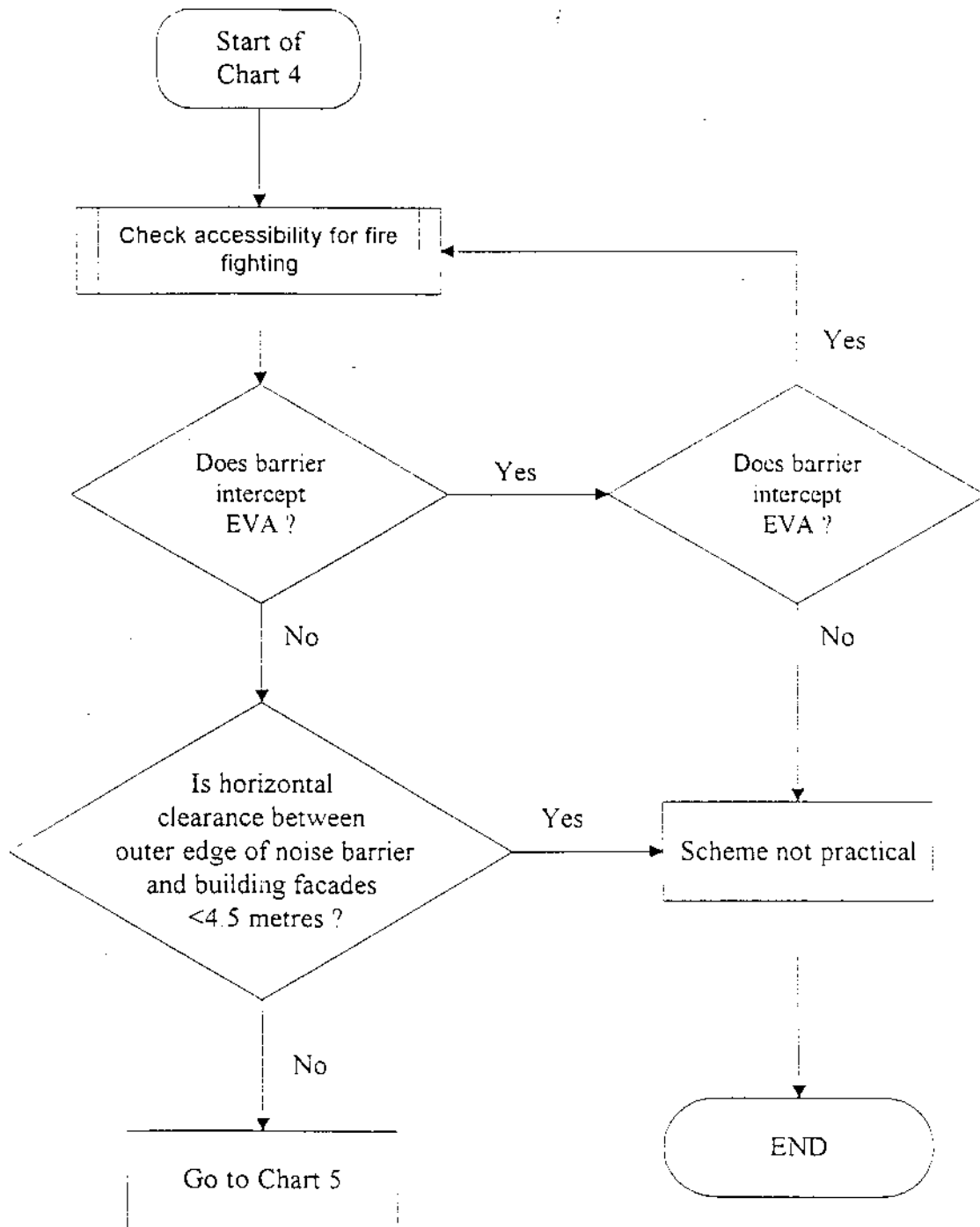
Chart 3 - Space/ Land Availability



Note 1 : Adequate structural space shall be provided for the installation of independent structure. In general, at least 3.5 m width strip of land will be required for locating the foundation of independent structure with reasonable maintenance clearance.

Note 2 : Adequate construction space shall be provide for the foundation works of independent structure. At least 10 m width strip of land will be required for operation of piling plants and excavation.

## Chart 4 - Emergency Access and Fire Fighting Considerations



Note: EVA - Emergency Vehicular Access for fire fighting

Chart 5 - Road Safety Considerations

